

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-VI-C-316

Name: MD 935 over Butcher Run (1013)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. AL-VI-C-316

NAME AND SHA NO.: 1018

LOCATION

Road Name and Number: MD 935 over Butcher Run

City/Town: Barton _ vicinity

County: Allegany

Ownership: ☒ State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway ☒ Water _ Land

Is bridge located within designated district?: _ yes ☒ no
_ NR listed district _ NR determined eligible district
_ locally designated _ other
Name of District _

BRIDGE TYPE

- ☐ Timber Bridge
_ Beam Bridge _ Truss-Covered _ Trestle _ Timber-and-Concrete
- ☐ Stone Arch Bridge
- ☐ Metal Truss Bridge
- ☐ Moveable Bridge
_ Swing _ Bascule Single Leaf _ Bascule Multiple Leaf
_ Vertical Lift _ Retractable _ Pontoon
- ☐ Metal Girder
_ Rolled Girder _ Rolled Girder Concrete Encased
_ Plate Girder _ Plate Girder Concrete Encased
- ☐ Metal Suspension
- ☐ Metal Arch
- ☐ Metal Cantilever
- ☒ Concrete
_ Concrete Arch _ Concrete Slab ☒ Concrete Beam _ Rigid Frame
_ Other Type Name _

DESCRIPTION

Describe the Setting:

Located in southwestern Allegany County and forming part of Maryland's Appalachian Plateau physiographic province, Bridge 1018 carries MD 935 (old MD 36) over Butcher Run in the town of Barton. Situated on a curve in a residential area of mixed nineteenth and twentieth century resources, the bridge crosses the eastward flowing Butcher Run in a generally north-south direction.

Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)

Composed of a single concrete-beam span of 28½-feet total length, Bridge 1018 possesses 24-feet of clear roadway and concrete parapets. The abutments, parapets and wing walls are also constructed of concrete although uncoursed-stone forms the northwest wing wall. W-beam guardrails attached to the north parapet protect the north side of both approaches. Utilities span the stream attached to the underside of the bridge.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

A 1931 inspection report relates that the State Roads Commission built the current structure in 1930 to replace an 1899 steel girder bridge at the same location. In addition, during the late 1980s, the north abutment and northwest wing wall under girder G1 were severely cracked, resulting in about a 50 percent bearing loss. The structure was blocked, using timber wedges and the deteriorated concrete repaired.

HISTORY

When Built: 1930

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: The State Roads Commission may have undertaken the 1930 widening as part of its on-going program to eliminate one-lane bridge crossings throughout the state. Severe deterioration of the bridge fabric precipitated the 1980s repairs.

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Was this bridge built as part of an organized bridge building campaign?: No, research has not indicated that the building of Bridge 1018 relates to any organized building campaign.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Examination of State Roads Commission documents has not uncovered any relationships between construction of Bridge 1018 and significant events in Maryland and/or local history.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, construction of Bridge 1018 did not have any significant impact on the growth or development of the Barton area. Barton's evolution as a village center for surrounding coal mines peaked prior to construction of the bridge.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

Bridge 1018 is not located in an area potentially eligible for historical designation.

Is the bridge a significant example of its type?

Although erected in 1930, Bridge 1018 does not conform to 1930 standard plans for concrete girder bridges as these plans called for the use of balustrades instead of parapet railings. If built to non-standard plans, the widening of the bridge shortly after its construction lessens its merit as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge 1018 generally retains good integrity of its character defining elements. These elements include the beams and slab, the parapets, the abutments and the wing walls. Despite some cracking and slight spalling, most of these elements remain in good condition.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, Bridge 1018 is not a significant example of the State Roads Commission's bridge building.

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 1018 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report.* Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930.* Baltimore.

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933.* Baltimore.

1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

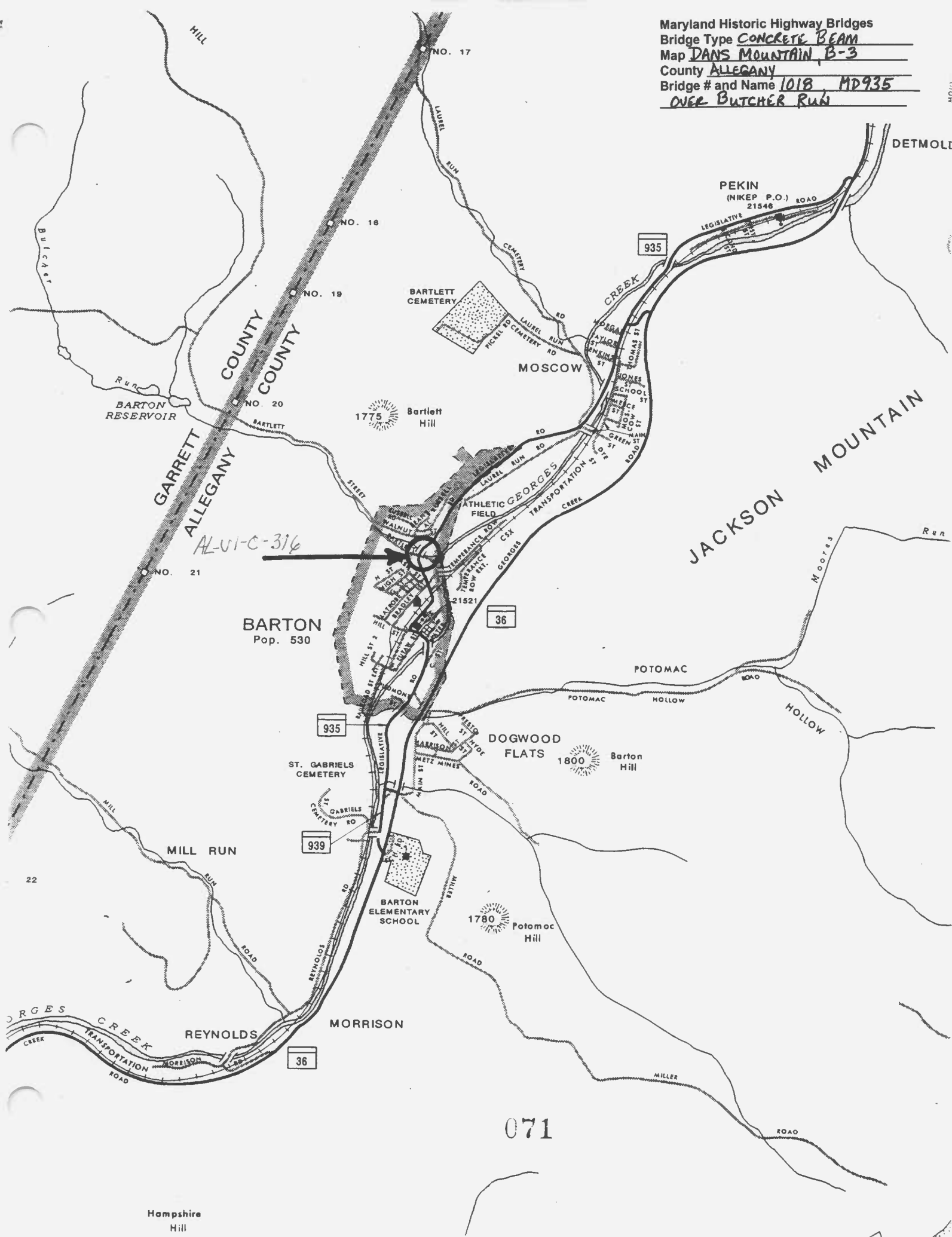
Organization: KCI Technologies, Inc.

Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

Maryland Historic Highway Bridges
 Bridge Type CONCRETE BEAM
 Map DANS MOUNTAIN, B-3
 County ALLEGANY
 Bridge # and Name 1018 MD935
OVER BUTCHER RUN





BR# 1011810

AL-VI-C-316

OVER BUTCHER RUN

ALLEGANY Co. Md.

Charles Ziegler

1/27/95

SHA

NORTHEAST APPROACH

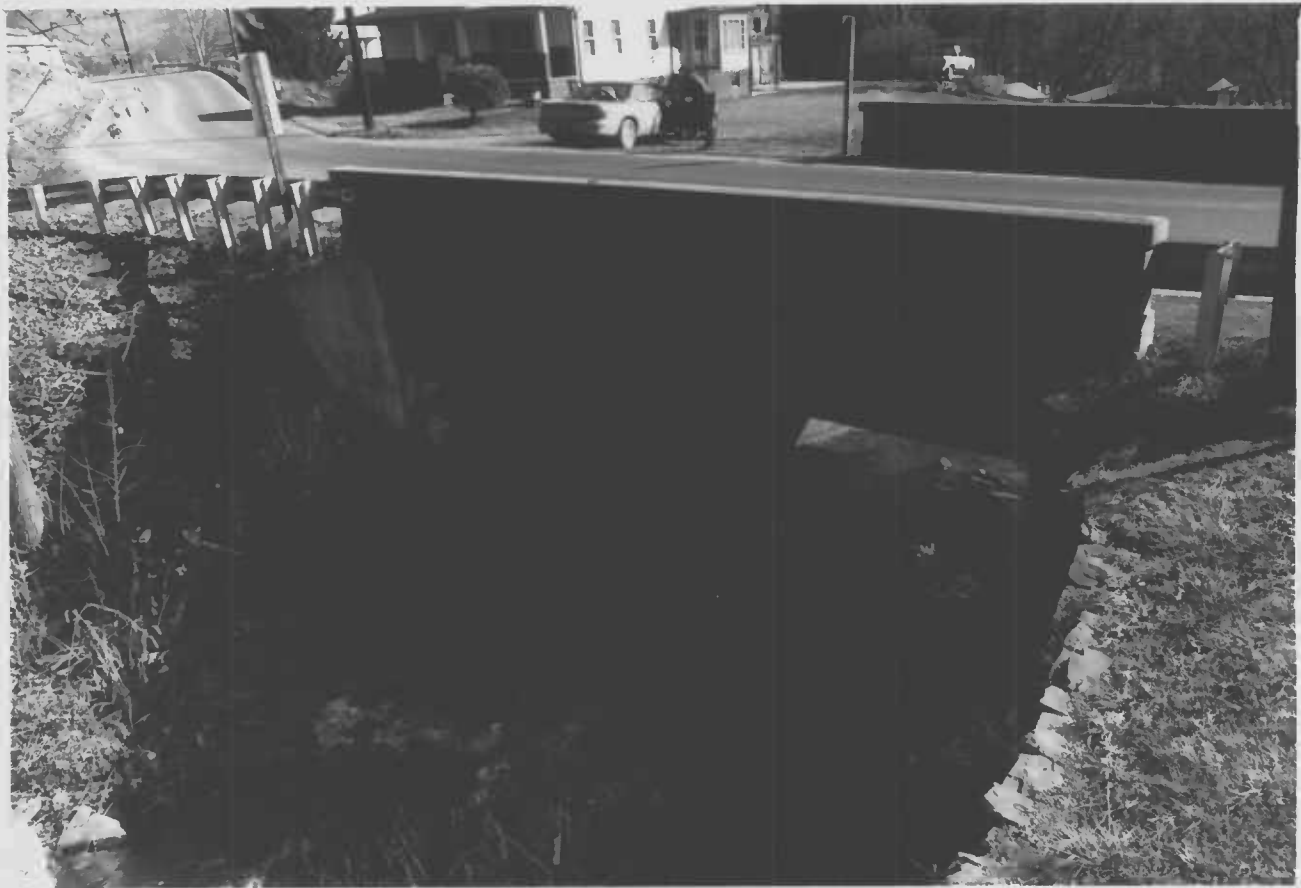
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BR # 1011810 AL-VI-C-316
OVER BUTCHERS RUN
ALLEGANY Co Md
Charles Ziegler
1/27/95
SHA

SOUTHWEST APPROACH

2014



BR# 1011810

AL-VI-C-316

OVER BUTCHERS RUN
ALLEGANY CO. MD.
Charles Ziegler
1/27/95
SHA

NORTHWEST ELEVATION (UPSTREAM)

3 of 4



BR# 101810
over Butchers Run
Allegany Co. md.
Charles Ziegler

AL-VI-C-316

1/27/95

SHA

SOUTHEAST ELEVATION (DOWNSTREAM)